

**TAKING A GENERAL VIEW**      **CAUSES ARE EXTERNAL;**  
**ALL OVER OLD VIRGINIA**      **INTERNAL CONDITION GOOD**

President Harrison, of the Southern,  
Is Optimistic.—Believes

**POLICY TO BE COPIED AFTER**

**Short Talk With a Man Who Knows**  
**His Business—Smaller Enterprises**  
**and Business Concerns Can Take**

President Fairfax Harrison hurriedly passed through the city one night last week. A Times-Dispatch man caught him on the fly, and asked for an interview. Harrison was limited, and Mr. Harrison could say but little. He said that little was to the point. Said he: "As indicating the necessity for the policy of strict retrenchment inaugurated by the Board of Public Works Company about the middle of October, I wish to call your attention to the fact that, while there was a small increase in gross operating revenues last year, there has been a steady and progressive decrease in such revenues since the European war began. For August this decrease amounted to 1.20

and for October, 13.75 per cent. The results of operation for October are not yet had, but for September there was a decrease. In gross operating revenue of 3.33 per cent resulted in a decrease of net operating revenue of 2.74 per cent. It was not until the twenty-seventh of November that the public account of revenue was clearly ascertained. At the close of September that retrenchment was begun with the purpose of holding expenses within actual revenue. It was clearly a task, but a disagreeable task, but we believe we now have our situation safely under control.

**TOOK THINGS AS THEY CAME AT A GLANCE**

"The management of Southern Railway Company has not deluded itself with the belief that this curtailment of expense is in every case an economy. It is a necessary evil, but it has been accomplished largely at the expense of the convenience of the people of the South, and at serious loss to many of our employees. Every effort has been made to curtail the public account necessary maintenance work, and in that interest the cuts have been made, no far as possible, in matters affecting the safety and efficiency of the public distinguished from matters affecting safety and efficiency of operation, in which the public has a larger interest. It is the policy of the management of Southern Railway officers and

individuals are responding most to the needs made on this emergency, and are doing better work than they have ever done.

**EVERYBODY TRYING TO  
HELP IN AN EMERGENCY**

"I am glad also to certify that, in accordance with the spirit of President Wilson's recent letter to the railways, most of the public authorities, most of the commercial organizations and many private citizens throughout the South are now at the disposal of the railways for the present problem of the railways, and have given us their earnest and patient co-operation in matters involving persons and business activities to many individuals who use our lines.

"As evidenced by its continuance of construction work for which capital funds were provided last spring, the management of the Southern Railway Company is steady in its confidence that the present situation in the South is temporary, because the causes of it are external and not internal. The South is becoming prosperous in recent years, and is now better able than ever before to sustain a period of depression, and to recover from it promptly when the depression is relieved. As soon as the various efforts now making for co-operative relief of the cotton situation show results, we believe that improvement in general business will be once apparent.

**SOME DOINGS IN DIXIE  
IN THE INDUSTRIAL WAY**

**Notwithstanding Dull Times and Tight Money, Wholesale and Industrial Commerce Bob Up.**

BALTIMORE, November 14.—Among the Southern industrial and other developmental enterprises reported in

Kentucky Cotton Yarn Company, Louisville, Ky., will incorporate with capital stock of \$100,000; acquire plant and will install machinery to manufacture coarse cotton yarns to a capacity of 75,000 pounds per week; will use about 8,000 bales of cotton annually.

thirty acres of land in Cotton Addition, Pao, Texas, adjoining the main area already owned. The new building covers 100 yards, including dehoring chutes, dipping vats, three-story stock exchange building, etc.

Union Stock Yards, Nashville, Tenn., was incorporated with capital stock of \$500,000 to establish stockyards, etc. Beaumont Rice Mills, Beaumont, Tex., was incorporated with \$800,000 capital stock to operate rice mills.

Berkley Manufacturing Company, Cape Charles, Va., was incorporated with \$25,000 capital stock.

Marlboro Grain and Elevator Company, Bennettsville, S. C., was incor-

French Broad Manufacturing Company, Asheville, N. C., will build spinning mills, warehouses, etc.; company produces cotton quilts, etc.

Hallett Manufacturing Company, Mobile, Ala., will install sawmill and handle manufacturing machinery, with capacity of 15,000 feet of lumber, 125 dozen hickory handles and 5,000 ash handles for hoes, brooms, rakes, etc.

Hermitage Spoke Company, Nashville, Tenn., was incorporated with capital stock of \$30,000, to manufacture spokes.

Elkhorn and Shelby Creek Coal Company, Jenkins, Ky., will develop 400 acres of coal land near Penny, Ky.; all machinery purchased and installed excepting machinery.

T. M. DeBar and O. R. Leggs, Buckhannon, W. Va., are building a one-story brick building and equip for excelsior factory; cost, \$85,000.

Balgank Wolk & Sons, Baltimore, Md., incorporated as Consolidated Reef and Marine Company and will build a packing plant; will erect concrete, brick and frame buildings, 60x50 feet, install 100-ton ice machine, refrigerating and steam machinery.

Kilpatrick Bed Company, Nashville, Tenn., was incorporated with capital stock of \$25,000 to manufacture invalid beds.

**BREAKWATER PROPOSED**

**BEAUFORT, N. C., November 14.**—The United States government is preparing to arrange for the construction of a breakwater at Beaufort, Cape Lookout, twelve miles east of the city. It is proposed for this to be a rubble mound breakwater, 1,000 feet long, deposited in water up to forty feet in depth, forming a harbor of refuge for the fleet. The estimated cost is \$528,500. Major H. W. Stickie, Captain of Engineers, United States Army, Wilmington, N. C., said that the construction proposals will be opened about January 1. Harry T. Waterson, United States engineer, said that the break-

N. C., will be the engineer in charge.